

## Internations











## Announcements

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU S. Kawamura.	BOMBAY, VIA SINGAPORE and COLOMBO	To-morrow, 13th June, at Noon.
KOSAI MARU F. Davies	NAGASAKI, KOBE and YOKO- HAMA	WEDNESDAY, 14th June, at Noon.
SANUKI MARU W. Townsend	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE PENANG, COLOMBO & PORT SAID.	WEDNESDAY, 14th June, at Daylight.
RIJUN MARU J. W. Ekstrand	SEATTLE, (WASH. U.S.A.) VIA Kobe, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 29th June, at 4 P.M.
FUTAMI MARU C. Hillcoat	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th June, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office, at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th June, 1899.

## STANDARD OIL COMPANY

OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, &amp; SPINDLE OILS.

MINERAL COLZA, (300° Fire Test),

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined.

1300] ORDERS SOLICITED AND LOWEST PRICES QUOTED.

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ &amp; CO.

SOLE AGENTS.

Hongkong, 9th December, 1898.

[1399]

## COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

## Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. An chemist.

Sole Agent for Hongkong and the Empire of China—WATKINS &amp; CO., Hongkong.

WORTH A GUINEA A BOX

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE, SIX MILLION BOXES

50 CENTS PER BOX

Prepared only by the Proprietor

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—

WATKINS &amp; CO.,

APOTHECARYS HALL, 66, Queen's Road, Central, Hongkong.

TO THE DEAF

A RICH LADY, cured of her deafness and noise in the head, by the use of Scott's Emulsion. She writes: "I had been deaf for many years, and had tried many remedies, but without success. I then began to take Scott's Emulsion, and after a few weeks I began to hear, and now I hear perfectly well. I am very grateful to you for the cure."—Mrs. J. G. B. (G. B. Scott's Emulsion Co., Ltd., London.)

## SERRAVALLO'S

FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC

OR PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and its value in the treatment of all cases of debility.

EXQUISITE TASTE.

Sole Agents for Hongkong—

A. S. WATSON &amp; Co.

Hongkong, 1st September, 1896.

THE LEADING CATERERS

COMPARE OUR

MEMU, BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897.

KUN &amp; KOMOR

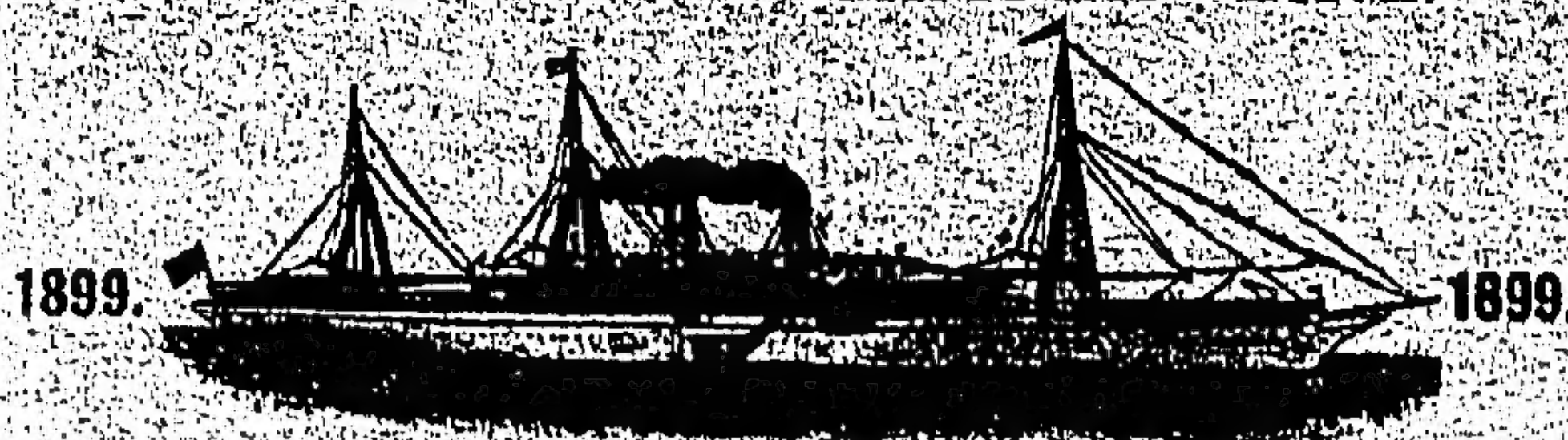
JAPANESE AND ART GOODS

211, PRINCE STREET, HONGKONG.

35, AVENUE DE LA REINE, YOKOHAMA.

HONGKONG, 1st March, 1899.

## Mails

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

1899.

SAFETY SPEED PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 19th July, 1899.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Patten's Street.

Hongkong, 7th June, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) To-morrow, 13th June, at Noon.

HONG KONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 3rd Aug., at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, TO-MORROW, the 13th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.

Freight will be received on board, until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th June, 1899.

[1399]

## CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"ATHENIAN,"

3,882 tons gross register, will be despatched on or about MONDAY, the 19th instant, for VICTORIA and VANCOUVER, VIA AMOY, KOBE, YOKOHAMA.

The Vessel has Excellent Accommodation for Sailors, Passengers, and Through Tickets issued to all ports on the Pacific Coast, Canada, and the United States.

For information as to Rates of Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th June, 1899.

[1399]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia... 3,837 | J. Truebridge... | June 17.

Victoria... 3,502 | J. Panton... | July 4.

Tacoma... 2,811 | A. Dixon... | July 29.

Glenogle... 3,750 | J. McGilivray... | Aug. 6.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 2,976 | N. Moncur... | July 8.

Nonmouthshire... 3,874 | W. A. Evans... | July 22.

Leonor... 3,677 | Williamson... | Aug. 19.

Columbia... 2,976 | N. Moncur... | Sept. 23.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast, Japan, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL &amp; CO., LIMITED.

General Agents.

Hongkong, 6th June, 1899.

[1399]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"NURIA,"

Captain G. C. Henning, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON (DIRECT) on SATURDAY, the 24th instant, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 5 P.M. the day previous to sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 10th June, 1899.

[1399]

## SAILING VESSEL.

FOR SAN FRANCISCO

THE Sailing Vessel

"DUPRE MARGARET,"

Capt. Marg. will sail for San Francisco, via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, on or about MONDAY, the 19th instant, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 5 P.M. the day previous to sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 10th June, 1899.

[1399]

## Mails

## NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG Mayer	HAYRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 15th July
KONIGSBERG Christiansen	HAYRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 18th July
AMBERIA Burneister	HAYRE and HAMBURG (LONDON with transshipment in HAMBURG)	1st Aug.
SARNIA Lunesschloss	HAYRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 9th July
D. RICKMERS Bable	NEW YORK via SUEZ CANAL	About 10th July

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; Co., Agents.

[1399]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan, PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

\*Thyra... 1,340 | about | June 30.

Belgian King... 1,379 | about | July 7.

Carthage... 1,399 | about | Aug. 4.

Carlisle City... 1,300 | about | Aug. 20.

\*Has accommodation for a limited number of First and Second Class Passengers.

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on or about the 15th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 8th June, 1899.

[1399]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd June, at Noon.

City of Shanghai (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 18th July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th Aug., at Noon.

THE U. S. Mail Steamship

CITY OF PEKING.

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 22nd June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

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Freight will be received on board, until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.



## NAVY LEAGUE LETTER TO THE PRESS.

The following letter has been sent to the editors of the London morning and evening and some of the principal provincial papers—

THE NAVY LEAGUE,  
1 Victoria Street, S.W.

Sir,—The importance of Mr. Goschen's speech at Sheffield last Saturday, scarcely seems to be recognised by the country at large. The Executive Committee of the Navy League accordingly request permission to draw the attention of your readers to one passage of the speech of the First Lord of the Admiralty. Speaking of the financial crises who call for a reduction in our naval expenditure, founded on the assumed peaceful disposition of other countries, he says—

"Those who ought to be put through a compulsory course of international politics. They ought to be taught something of what was going on in other countries; they ought to be buried for a certain number of weeks among foreign journals and debates in foreign Chambers. Let them realise what were the wishes and aspirations of foreign countries. Let them look squarely at the history of the past. These men did not know what the colonial policy of Germany now is; they did not know what was the colonial policy of France; they certainly knew what was our own colonial policy."

The *Atlantic Cordillera* with France which officially exists sharply contrasts not only with the published opinions of French publicists but also with semi-official, and even the official declarations of high officers of State in the French Republic. It is notorious that, since the Fashoda incident, the question of frontier between Germany and France has receded to the second place, and that feverish naval activity now absorbs national attention across the Channel. For two centuries the rulers of France have vibrated between the desire to play a great part in Europe, and (by obtaining command of the sea) to found a vast colonial empire. The steady pursuit of the latter policy, alike under Henry IV, under Louis XIV, under Directory and the Empire, is now the admitted policy of the Third Republic. The recent speech of Admiral Fournier with regard to the Mediterranean being a French lake, the action thereof of Mr. Lockroy, the Minister of Marine, semi-official article in the *Revue de la Marine* of last month on the invasion of England to which the *Times* has already devoted an article, and the riotous Anglophobia of all the French newspapers with large circulations, only add a point to Mr. Goschen's advice to the people of England, that those who call for a reduction of expenditure should be taught something of what is going on in other countries.

If the incidents and declarations referred to are insufficient to convince the incredulous that the pacific disposition of France is limited by the horizon of the exhibition of the school place next year, examination of the school books placed in the hands of every member of the French educated classes, would probably bring home to the most blindly optimistic believer peace, the dogged and relentless path of French Governments. Such a school book as Monsieur E. Marechal's *Vistoire Contemporaine de 1789 à Nos Jours* charged with ill-feeling towards this country founded on perversions of history so gross as to be distinguishable from the Anglophobia of the *Paris Journal* and the *Libre France* by the admirable literary form in which they are expressed. It is not necessary to refer to writers like Admiral Aube, who publicly advocated the practice of sinking English passenger steamers on the blue sea by means of torpedo boats; nor is it essential to do more than take note of the phenomenal activity apparent at the arsenal of Toulon, and the belief prevalent among the French officers at that station that something is to happen when the French Exhibition has brought money into the coffers of France and her rulers have a free hand for the execution of a coup against England; should the opportunity arise. There is, however, the gravest reason why the British public should not only be taught something of what is going on in other countries, but also become acquainted with the international record of France during the last two hundred years. It is unnecessary to speculate as to what would happen if history repeats itself, and England relapses ever so slightly, her power to prepare for the war, contemplated against her commerce and her shores.

In conclusion, I may point out that the mere absence of physical conflict which now exists does not constitute peace. Whether the struggle be with guns, ships and troops, or with the finances that procure armaments, the spirit revealed is essentially the same. England asks for nothing better than to disarm, but the ominous tendency towards criminal retrenchment which after the peace in 1815, and also in 1849, in 1871, and in 1891, placed the British Empire in a condition of dangerous inferiority to possible foes, appears to the Navy League so dangerous a contingency that they venture to draw attention to Mr. Goschen's reference to the prevailing ignorance of international politics. Retreat from the burdens imposed on us by the aggressive designs of foreigners would be an act of cowardice no less contemptible than flight in the face of the enemy if we were actually at war.

I am, Sir,

Your obedient servant,  
H. SEYMOUR TROWER,  
Chairman of the Executive Committee of the Navy League.

## AMERICAN PROGRESS.

The large orders for locomotives booked at the present time, presage a season of unusual prosperity for American locomotive builders. Recent orders from the Trans-Siberian call for ten engines. Sweden, orders 20. The French State Railway, Egypt 15, and the Midland Railway of England 30. The extraordinary equipment and facilities of the American locomotive builder facilitates rapid work, and therefore early delivery of their product, which is one of the prime reasons why these foreign orders come here. The steady growth of the export of locomotives is shown by the following output: 1896, 314; 1897, 348; 1898, 380. At this rate of increase the foreign trade will soon equal home orders.

A pontoon barge to carry steel canals was built last year by the Cleveland Steel Canal Company, Charles E. Wheeler, secretary and manager of Cleveland, O., says *Engineering News*. As designed this barge will be 300 feet long, 45 feet beam, and 24 feet deep with double bottom and sides for water ballast. This barge would carry six canal boats in two rows of three each, and these boats would be floated in at the stern, while the barge is partly submerged; the opening would then be closed by gates and the barge pumped out. The barge would then be raised to its full depth, and with minor alterations it could be converted into an ore carrier. It is intended for carrying canal boats between Cleveland and Buffalo, and the trip is to consume forty-five hours, at the rate of about four miles per hour, with a steamer and three consort. At present these canal boats are towed through Lake Erie in fleets, but this navigation is seriously interfered with by storm and ice, and the new barge is supposed to be able to make the passage in any weather.

## NAVAL ITEMS.

## Percentage of Hits.

One of the most important contributions to the April magazine was Admiral Sampson's masterly article on "The North Atlantic Fleet in the Spanish War," which appears in the *Century*, and for which, it is rumoured, he received a thousand pounds' pay. From it we learn the authentic facts as to the number of rounds fired, and combining this with the list of hits given some months ago, we get the final percentages scored at Santiago on July 3rd. These are the figures—

Rounds fired.	Hits found.	Percentage of hits.
13-in.	47	2.3
12-in.	39	2.0
8-in.	319	3.1
6-in.	171	2.6
5-in.	473	1.3
4-in.	251	1.1
6-pr.	653	1.3

It will be noticed that of the heavier guns the 8-in. made the best shooting, thus confirming the earlier reports. The 6-pr. was by far the most wasteful, though probably the traces of many hits by it were effaced by the fires and explosions on board the Spanish ships, though when it did hit its projectiles were remarkably destructive.

## New American Battleships.

Details of the three new American battleships, *Pennsylvania*, *New Jersey* and *Georgia* are now published. They will be 420 ft. long, with a displacement of 13,500 tons, a speed of not less than 18.5 knots, 12 horse-power under draught of 18,400, and a coal capacity of 2,200 tons. This great coal capacity will give these battleships an unusually wide range of steaming; at 24 knots an hour the amount of coal specified will carry them a distance of 10,666 knots, so that they will not be the slaves of coaling-stations. The speed of 18.5 knots is equal to the greatest speed of any of the best battleships in the British Navy as yet ready for sea, though below that of the new *Duncan* class. Their armament, too, will make them respected; in the primary battery they will carry four 12-in. guns and sixteen 6-in. quick-firers, while in the secondary battery they will carry ten 12-prs., twelve 6-prs., six 4-prs., and six machine guns. The armour that will be placed over their vitals will vary from 12 in. to 16 in. in thickness, and their steel hulls will be wood-sheathed and coppered.

## Personnel in U. S. Navy.

The engineers have won their battle in the United States, and henceforward there will be no invidious distinctions in the American navy between the executive and the engineer. The two branches are now amalgamated. Chief Engineer Mahan became Captain of the *Albatross*, and Engineer Milligan of the *Orizaba*, who did such splendid work all through the war, Commander Milligan, ranking 7th on the commanders' list; and so on throughout the service. Unquestionably this is one of the most important results of the late war, for though the Personnel Act was drawn up in 1897, and reported upon favourably by Colonel Roosevelt in December of that year, it is doubtful whether it would have passed through Congress had not the events at Santiago on July 3, 1898, supervised by the late Admiral Mahan, shown the necessity of the amalgamation of the two branches. The conditions of service, and if many American authorities had had their way the process of simplification and unification would have been carried yet further. It was actually proposed to abolish the marine corps in the United States navy.

## H.M.S. "Drake."

The most powerful cruiser in the world, the *Drake*, was laid down at Pembroke on April 24th. We extract the following comparison of her with the new American armoured cruisers *West Virginia*, *California*, and *Nebraska*, from the *Daily Graphic*—

	California	Drake
Length	460 ft.	500 ft.
Breadth	69	71
Draught	24 ft.	25
Displacement	12,000 tons	14,000 tons
Horse-power	23,000	25,000
Speed	23 knots	23 knots
Guns	Four 8-in.	Two 9.2-in.
	Fourteen 6-in. or 16-in.	Sixteen 6-in. or 16-in.
	Ten 12-prs.	Sixteen 12-prs.
	Ten 6-prs.	Three 3-prs.
	Twelve small	Eight small

Armour—Belt 6 to 4 in. 6 to 4 in. Heavy Guns 10 to 6 in. 6 in. Torpedoes 6 in. 6 in. Coal 1,800 tons 2,500 tons. The *Drake* is the first British 23-knot cruiser to be laid down, although in the present year two French vessels of that speed will be completed, and next year two French and four or five Russian cruisers. The *Drake* will not be ready for sea before 1902-3, and this a very serious and alarming fact.

## Navy Gunnery.

A recent number of the *Naval and Military Record* contains an excellent article on gunnery in the fleet. A curious fact brought out is that up to a moderate figure, rolling and pitching do not seem seriously to affect the accuracy of the shooting. The *Amuseur d'India*, rolling only 5 to 7 degrees makes but 2.5 per cent. of hits; the gunboat *Holla*, rolling to degrees, makes 20 per cent., and so in several instances. The point of the article is, however, contained in these words: "There is no getting away from the suspicion that much of the [practice] ammunition is at present practically wasted. In many cases the results are deplorable. Whether any remedy will be found for this until the Admiralty takes definite action, and inspecting officers include gunnery in their inspection of ships, is doubtful. From the executive of the Navy depends not upon the ships showing good gunnery returns, but upon spick-and-spanness."

## The Naval Situation.

In the April *Nineteenth Century* was a useful article on the naval situation, by Mr. H. W. Wilson. He holds that the weak Powers will be crushed out without war by the competition of armaments. He ridicules the idea that the working classes are "plundered" to build battleships, and insists that "from first to last the cost of a big ship in England goes almost entirely in wages to the working man." He refers to the movement for expansion on the Continent, and presents this forecast—

"It grows clearer and clearer from such signs as this that far from naval disarmament being at hand, the competition is going to grow fiercer and fiercer. And this suggests that the mere progress of armaments will crush out the weaker Powers of the world without war. It is a new phase of the unending and desperate struggle for existence. The portents are gloomy for States with financial difficulties, and under such as France and Italy; bright for the Anglo-Saxon and Teuton. The last consular report from Germany draws attention to the fact that 'in the prosperous state of the country's finances it is expected that the large expenditure for the navy may be met out of the ordinary revenue.' It is certain that in England and the United States any outcry on the navy can be met in the same way. Japan

Russia, Italy and France must have recourse to loans which bring present relief, at the cost of future embarrassment. As two of these Powers are our allies or friends, British financial help might be extended to them in future. But any friction with Germany would place this country in a most dangerous position. The conformist conscience, however, may be trusted to safeguard us against trouble with a Protestant and kindred Power, while Germany's trading interests are such as more and more to identify her policy with ours. She will not, doubtless, risk war on our account, nor will she ever quarrel with Russia for our *deux yeux*. But she is not likely to join a great coalition in upholding the British Empire. Our change of attitude to her and our evident naval strength—a factor with which the Bismarckian policy had to reckon—will gradually cement the union of hearts, if England is not suddenly carried away by some gust of anti-German sentiment."

## American new Naval Gun.

The recent tests of the new 6-in. naval gun have demonstrated to the United States naval officials that the American weapon possesses a higher power than anything of its class in use. A middle velocity of 3,000 ft. per second was obtained, as against 2,500 ft. for the British type of gun. It is claimed by the Ordnance experts that the new gun has no superior in any navy.

## Admiral Rawson Hard at Work.

The new method of target practice for the Channel Squadron, organised in every detail by Vice-Admiral Sir Henry Rawson, the Commander-in-Chief, was brought into operation for the first time while the Squadron was on its way from Arosa Bay to Vigo. The main idea of the new scheme is that when carrying out their quartering or being practice, the ships shall be so disposed that they are engaged with an enemy. To this end a number of special targets were made, and the cruisers *Diamond*, *Argonaut* and *Furious* were told off to drop the targets at intervals of four miles apart. Each cruiser had to stay by its targets for the purpose of effecting necessary repairs and reporting upon the general results of the shooting.

When about thirty miles out at sea the signal "Drop targets" was given by the flag-ship. Vice-Admiral Rawson then stopped the second division of the battle fleet, and led in the first division single file ahead, its though entering an engagement. Only one ship at a time fired at a target, and a speed of fourteen knots per hour was kept up. The *Argonaut*, according to the squadron correspondent of the *Southern Daily Mail*, led the way. At a distance of 2,400 yards of the first target, she opened fire with her barbettes guns, and for the first 1,382 yards deliberate firing was the order. During the next 694 yards the 6-in. guns opened, and when this distance had been covered, all the light quick firing guns began spitting away. By the time the *Argonaut* was broadside on to the target all the guns in one broadside were in full play, firing as rapidly as possible. The fusillade was tremendous, the targets being swiftly swept away. Having run past all the targets, the division turned and steamed back along the line, each ship pouring forth its deadly hail again as the division sped along. This movement was executed in order that both port and starboard batteries might be brought into play. When the first division had finished, the Vice-Admiral led the second division past, manoeuvring them as he had done the first. The "mus" of each battleship were carefully timed from the moment the first gun opened until the last had ceased fire. When the great battleships were in the thick of their work they made a magnificent spectacle, and the projectiles were discharged at a rate that would have torn a hostile ship into scrap iron almost as quickly as they rent into shreds the lath and canvas structures against which their broadsides were directed.

## How we Stand.

An interesting comparison of the British, French, and Russian navies in the matter of battleships and cruisers is given. All are reduced to a common standard, 3 points being awarded to modern large battleships, 3 to middle-aged and small modern battleships, 2 to completely re-armed and reconstructed battleships and to modern armoured cruisers, while large protected cruisers of the *Powerful* type are assigned 1, and the ordinary protected cruiser 1. On this basis the result is as follows:

	Battleships	Cruisers	Total
England	241	154	395
France	151	75	126
Russia	115	75	190

From which it appears that the British fleet is just about double the French in strength, and slightly superior to the French and Russian combined. This table includes the 1899 programmes.

## Germany Cannot Disarm.

The Germans least of all nations should support the fantastic aspiration of the friends of peace, for the German nation is only at the beginning. It has still to achieve its rightful position in the politics of the world.

Professor von Stengel declares that he does not know whether it is more madness or crime when perpetual peace is desired by the German nation. "Raisers it is our duty to do everything to preserve and strengthen the delight in arms which has distinguished our race since it appeared in history."

The efforts of the friends of peace until the Rescript appeared were, to Professor von Stengel, merely fantastic and deserving of nothing but ridicule.

## Why we have to Spend.

It may have been generally understood that a nominal increase in the Navy Estimates would be shown this year to meet the check to expenditure caused by the great engineering strike, but we take it that its most serious demand for an increase of more than £2,800,000 comes as a rather unpleasant surprise. The surprise is certainly not lessened when we are plainly told that the increase is forced upon us by a special naval expenditure of the country which is at the moment posing as the friend of disarmament. The supplementary estimate of last autumn was necessitated because the Russian "Trade" Government placed an additional credit of £5,000,000 at the disposal of its Admiralty, and now our hands are again forced because, beside the proportion of the credit intended to be spent this year, Russia is to spend £1,500,000 more by way of increase to her navy. The position is distinctly annoying; and unless the coming Conference has all along been intended to deal simply with the conscript armies of the Continent—but why ask us to join it in this case?—Russia's position in the eyes of the world becomes farcical. —*Saturday Review*.

## NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have, from this day, been removed to No. 60, QUEEN'S ROAD CENTRAL. Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ERH. F. SKERTCHLY,  
Manager.

Hongkong, 1st May, 1899.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship.

"THALES."  
Captain Hall, will be despatched for the above Ports, TO-MORROW, the 13th instant, at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARNAIK & Co.,  
General Managers.  
Hongkong, 12th June, 1899. [784n]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship.

"SILESIA."  
Captain R. Mayer, will leave for the above places on WEDNESDAY, the 14th instant, P.M.  
For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 8th June, 1899. [772n]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship.

"TAIYUAN."  
Captain Nelson, will be despatched as above on SATURDAY, the 17th instant, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th June, 1899. [711n]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN, QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship.

"AIRLIE."  
Captain Kock, will be despatched as above on SATURDAY, the 17th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, &c., &c., throughout the voyage.  
This Steamer is installed throughout with the Electric-light.  
A Stewardess and a duly-qualified Surgeon are carried.  
M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 8th June, 1899. [774n]

FOR KOBE AND YOKOHAMA.  
THE Company's Steamship.

"HIKOSAN MARU."  
Captain P. Hallstrom, will be despatched for the above Ports, on TUESDAY, the 13th instant.  
For Freight, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 9th June, 1899. [776n]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.  
(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)  
THE Company's Steamship.

"KINTUCK."  
Geo. W. Long, Commander, will be despatched as above on or about the 13th instant.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 8th June, 1899. [666n]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO & TIENSIN.  
THE Company's Steamship.

"KWEIYANG."  
Captain Outerbridge, will be despatched as above on WEDNESDAY, the 14th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 9th June, 1899. [755n]

FOR NEW YORK VIA SUEZ CANAL.  
THE British Steamship.

"MACDUFF."  
Will be despatched for the above port, on or about the 13th instant.

STEAMERS.  
About 1899.  
"AFRIDI" ..... 7th July.  
"BIRCHTON" ..... 22nd July.  
"MOGUL" ..... 30th Aug.  
"GHAZEE" ..... 30th Aug.  
"COMMONWEALTH" ..... 30th Aug.  
For Freight, apply to  
DODWELL & CO., LIMITED.  
Agents.  
Hongkong, 7th June, 1899. [666n]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship.

"KUMSANG."  
Captain Payne, will be despatched as above on SATURDAY, the 17th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 10th June, 1899. [782n]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship.

"INDRAPURA."  
Captain A. Norvall, will be despatched as above on or about the 17th instant.  
For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 27th May, 1899. [686n]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKOV.  
THE Company's Steamship.

"NINGPO."  
Captain Phillips, will be despatched on THURSDAY, the 15th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 9th June, 1899. [734n]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (DIRECT).  
THE Company's Steamship.

"CHINGTU."  
Captain Moore, will be despatched as above on MONDAY, the 19th instant.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 9th June, 1899. [768n]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship.

"IDOMENEUS."  
Captain Riley, will be despatched as above on TUESDAY, the 20th June.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 30th May, 1899. [732n]

THE EAST ASIATIC CO., LIMITED.

FOR HAVRE, COPENHAGEN AND ST. PETERSBURG.  
THE Company's Chartered Steamship.

"NORDHAVET."  
Captain Olsen, will be despatched as above on or about SATURDAY, the 24th instant.  
For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.  
Hongkong, 6th June, 1899. [771n]

## Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW, AND LIVERPOOL.

THE Company's Steamship.

"YANGTZE."  
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns; where they will be examined on the 15th instant.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.  
Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 6th June, 1899. [764n]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 7th instant or they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & CO., LIMITED.  
Agents.  
Hongkong, 6th June, 1899. [737n]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND HONOLULU.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 9th June, 1899. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"BENGAL."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. *Oceana*, Egypt, and Arabia.  
From Penang Gulf, ex S.S. *Nadia* and *Stella*.  
From Zanzibar &c., ex S.S. *Chandala* &c.  
Optional Goods will be landed here unless instructions are given to the contrary before P.M.

Goods not cleared by the 15th instant, at 4 P.M. will be



